along with the percentage decline over the immediately preceding year are given below :—

| Year | Kolkata Dock System | | Mumbai Port Trust | |
|---|---|---|---|---|
| | Million tones | % variation over previous Year | Million tones | % variation over previous Year |
| 1998-99 | 9.16 | 15.2 | 30.97 | (-)3.5 |
| 1999-2000 | 10.31 | 12.6 | 30.41 | (-)1.8 |
| 2000-01 | 7.16 | (-)30.6 | 27.03 | (-)11.1 |

(c) There are physical constraints such as draft restriction, lock gate system at Kolkata Dock System and Mumbai Port Trust. To streamline the existing cargo handling system in the Major Ports, in general, following steps have been taken :—

i. Modernisation of equipment consistent with emerging cargo mix.

ii. Changes in operating system and extension of better facilities to trade.

iii. Computerisation.

iv. Reduction in number of labour and employees.

v. Increased role of private sector.

**Fund for development of waterways**

3757. SHRI ANANTA SETHI : Will the Minister of SHIPPING be pleased to state :

(a) Whether Government have been funding the State Governments for construction/development of waterways;

(b) if so, the States where waterways are being constructed/developed with Central assistance, at present;

(c) the allocation of fund made for the purpose, State-wise; and

(d) the progress of each waterway till date?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV) : (a) and (b) Under the Centrally sponsored Scheme for the Inland Water Transport sector there exists a provision for loan

assistance up to 50% of the cost of the schemes on reimbursement basis to the State Governments for develpoment of inland waterways and waterway infrastructure. The State Governments who are availing this facility at present include Kerala, West Bengal and Bihar.

(c) and (d) Details are given in the enclosed statement.

**Statement**

*Centrally sponsored scheme-sanctioned scheme*

| Sl.No. | State | Name of the scheme | Sanctioned cost Rs. in Lakhs | Central Share Rs. in Lakhs | Total amount released upto March, 2001 Rs. in Lakhs | Status (as per the Performance Report submitted by the State Govt.) |
|---|---|---|---|---|---|---|
| 1. | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Bihar | Hydrographic Survey on river Gandak and Kosi | 47.076 | 20.00 | 7.00 | Work completed. Report yet to be submitted. |
| 2. | West Bengal | Construction of 5 terminals across river Hoogly at selected sites | 225.00 | 112.50 | 57.50 | Work completed. Central Govt. share yet to be released. |
| 3. | West Bengal | Construction of jetties at Haldia, Kachuberia and LOT-8 (Kakdwip) | 630.52 | 315.26 | 265.00 | -do- |
| 4. | West Bengal | Construction of jetty at Raichak | 140.00 | 70.00 | 51.50 | -do- |
| 5. | Kerala | Modernisation of 55 jetties for ferry services | 136.38 | 68.19 | 53.45 | -do- |

| 1. | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| 6. | Kerala | Modernisation of 379 jetties consolidated project proposal | 614.57 | 307.29 | 199.00 | Works of 316 jetties completed. |
| 7. | Kerala | Modernisation and and improvement of waterway from Kotti to Kottapuram | 321.21 | 160.61 | 15.00 | Work in progress. |
| | | TOTAL | 2114.756 | 1053.85 | 648.95 | |

**Modern facilities at major ports**

3758. SHRI SURESH PACHOURI : Will the Minister of SHIPPING be pleased to state :

(a) whether the existing major ports in the country have been equipped with all modern facilities required for efficient handling of cargo;

(b) if so, the details thereof;

(c) the steps taken by Government to modernise the major ports;

(d) whether Government have a time-bound programme; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV) : (a) and (b) Yes, Sir. The major ports are generally equipped with appropriate equipment to match the cargo mix, Vessels Traffic Management System to guide ships in the harbours and advanced technology in operation and management.

(c) to (e) Modernisation of ports is a continuous process. The following steps have been taken :—(i) Construction and equipping of new berths;(ii) Acquisition of state-of-art equipment to match the emerging cargo mix; (iii) Setting up of Vessels Traffic Management System; (iv) Labour training and welfare; (v) Increased role of private sector; and (vi) Corporatisation of major ports.